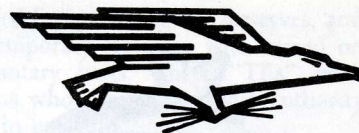


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# COAST GUARD RESERVIST

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## RESERVISTS ASSIST AT MAJOR NEW ORLEANS FIRE

A spectacular fire and series of explosions on 26 May 1970 at Evans Cooperage Company Incorporated, Har-



*A spectacular explosion at the height of a major harborside fire in New Orleans at which Coast Guard Reservists assisted.*

vey, Louisiana, provided the unfortunate setting and opportunity for Coast Guard Reservists and Regulars in the New Orleans metropolitan area to work side-by-side in what must be termed one of the most dangerous and destructive port fires in recent years. At the height of the estimated \$300,000 catastrophe, thirteen separate fire fighting agencies combined their resources trying to contain and extinguish the fire, which, nevertheless, raged uncontrolled from its start at about 1500 until 1800.

Evans Cooperage Company Incorporated, manufactures, reconditions and fills large 55 gallon metal drums. Approximately 75% of its filling operations consists of Red Label products.

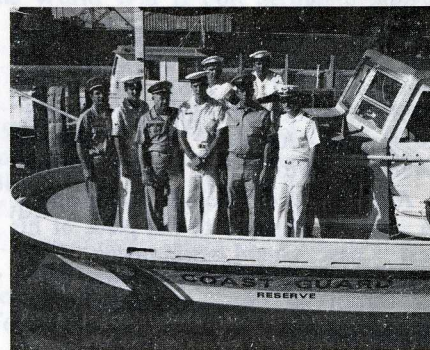
The plant is located in the Port of New Orleans on the Intracoastal Waterway, and consequently is accessible by water. When the fire broke, the Coast Guard Captain of the Port, New Orleans was called upon to provide fire fighting assistance from the water side and responded by dispatching to the scene of the fire the Coast Guard Cutter POINT SPENCER, two 40' UTB's, and one 31' PSB (a Reserve training vessel).

At the time of the fire, five Coast Guard Reservists were performing their annual ACDUTRA. LCDR Jerome J. SALOMONE 50471, ORTUAM 08-

89409; LT Herbert MENN, Jr. 50911, ORTUPS (0) 08-82570; PS3 G. F. ANDERSON 2063 806, ORTUPS (0) 08-82560; and SN G. W. PICCOLO 2070 452, ORTUPS (0) 08-82540 were integrated into the boat crews assigned to fight the fire while LCDR R. PENDLETON 60127, ORTUPS (0) 08-82530 acted as assistant to the OOD at COTP, NOLA.

CWO2 W. K. HERRELL, Commanding Officer, Organized Reserve Training Center, New Orleans, who assisted

See "FIRE", Page 4



*Coast Guardsmen, Regular and Reserve, who manned the CG-31014RT while combatting the Evans Company fire.*





## Captain Welch Retires

Captain Cooper F. WELCH, Chief, Reserve Division, Twelfth Coast Guard District, retired on 1 July 1970, after more than 20 years of active service in the Coast Guard and Navy.

Captain WELCH's naval career began in 1943 when he entered the Navy and served as a Naval Aviator on seaplane duty in Asiatic-Pacific Theater for the duration of World War II.

In 1946 he left the Navy. Four years later he received his BA from University of Denver and became a radio announcer.

Captain WELCH entered the Coast Guard Reserve in 1952 as an aviator and for nine years he served in aviation billets at Coast Guard Air Station, San Francisco; Air Detachment, Annette Island, Alaska; Coast Guard Air Station, Miami, Florida; and Air Detachment, Naples, Italy.

While in Naples he applied for and was designated a Reserve Program Administrator and in 1961, then LCDR WELCH reported for his first "ground" assignment—Assistant Chief Reserve Division, Third Coast Guard District.

After his promotion to Commander, in 1965 he returned to the place of his first Coast Guard assignment, Coast Guard Air Station, San Francisco, where he served as Operations and Public Works Officer.

In 1968 CDR WELCH moved to his last Coast Guard assignment—Chief, Reserve Division, Twelfth Coast Guard District. He was promoted to the rank of Captain shortly after arrival.

## Reserve Training At Alameda

The Coast Guard Training and Supply Center on Government Island in Alameda, California, under the command of Captain W. CURWEN, Jr, USCG, is well known for many things. From a training center which turns thousands of civilians into Coast Guardsmen annually, to an award-winning band and honor guard, the compact little island resting in the estuary between Oakland and Alameda is the home of a multitude of Coast Guard activities.

One of the more important programs conducted at Alameda is the Western Districts Reserve Summer Training School, under the direction of Captain C. J. HANKS, USCGR. Working with Captain HANKS in a full time capacity is LCDR Donald G. KNEIP, USCGR, an RPA attached to permanent staff of the Training Center.

The Training and Supply Center furnishes billeting and messing facilities for Reservist students during their two-week cycles.

Assistance is provided the school by regular personnel from the Training Center Staff, who handle the many administrative functions that accompany the transfer, transportation and training of large numbers of men and supplies. Three yeoman and three storekeepers, temporarily detached from their regular units, assist in processing pay records, travel vouchers and other paperwork.

Although the school supplies most of its own instructors, members of the permanent staff are also utilized in areas such as small arms training where qualified Reserve instructors are not readily available.

Many of the Reserve instructors are professional teachers in civilian life and thus bring a great deal of experience to the program. For example, Captain HANKS, is a professor of mathematics at California State Polytechnic College at San Luis Obispo, California. He is a



*The Coast Guard Honor Guard salutes Captain HANKS as he arrives at a recruit graduation at the Coast Guard Training and Supply Center in Alameda, California.*

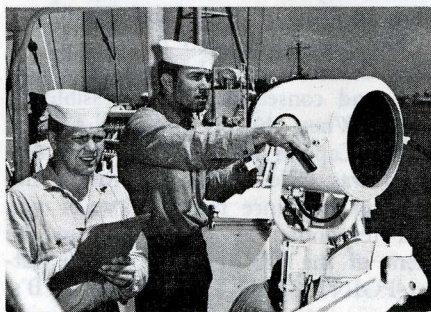
member of the American Mathematical Society and the American Association of University Professors. He holds his doctorate degree in education from the University of Arkansas.

In June, Captain HANKS trades his academic robes for a uniform, and he goes on extended active duty. However, his Reserve activities are not confined to the summer months. During the school year he travels to each of the three western districts as a member of the Headquarters Staff for training conferences. He represents the summer training school at these meetings in an effort to coordinate the school's course offerings with the needs of the western districts. In addition, he has attended conferences in Washington, D. C. and Yorktown, Virginia, at which problems common to the two training centers at Yorktown and Alameda are discussed and possible solutions for them put forth.

Finally, Captain HANKS works with Commandant (RT) in revising course offerings at the training school and selecting staff members for the upcoming summer session.

Under Captain HANKS direction, the school is constantly updating its course offerings to meet the increasingly sophisticated demands of the Coast Guard. According to Lieutenant Commander M. D. WISE, Chief, Enlisted Training Branch, as more enlisted men go directly from recruit training to Class "A" schools, the need for advanced courses during the summer training sessions grows.

Over 1500 officers and enlisted men receive training in a variety of areas at the summer training school. One course offered for officers is Search and Rescue. In addition to classroom instruction, student officers visit SAR facilities at Air Station San Francisco and stand night



*On-the-job experience is just part of the Reserve schools curriculum. Here a Reserve quartermaster illustrates proper signalling techniques to a non-rated reservist.*



watches with regular personnel at the Twelfth Coast Guard District Rescue Coordination Center.

For officers assigned to a port security unit who lack the required port security designator, a basic course is offered in that area. An administratively oriented advanced course is also offered in port security for those officers already designated.

For ratings such as commissaryman and radarman, in which there are only a few men in each training cycle, on-the-job training is a major adjunct to classroom instruction.

The school attempts to stress the development of a man's service career through ever-expanding advanced courses in specific areas within his rate. Two such courses are being taught this summer; welding and refrigeration for enginemen, and a course designed for first class and chief petty officers providing instruction in the techniques of being an officer-in-charge of a floating or shore unit.

Attendance at the Western Districts Reserve Summer Training School at Alameda keeps Coast Guard reservists up to date on the latest changes in their ratings and the service in general. They receive training in the skills that are required for them to advance in grade; training that often is beneficial in their civilian occupations as well. If the need should ever arise for them to be called to active duty to bolster the ranks of the regulars, their transition from civilian to military life will be smoother and more rapid because of the training they receive during the summer at Government Island.

## FREEDOMS FOUNDATION CONTEST ANNOUNCED

The annual Freedoms Foundation letter writing contest is under way. Members of the Coast Guard Reserve are again eligible for prizes up to \$1000 as well as the Patriots Award.

The topic for this year's contest is "Freedom: Privilege or Obligation?". Although the contest is referred to as a "letter writing" contest, entries do not have to be in letter form. They may be in essay or poem form.

Length of the entry must be 100 to 500 words.

Nominations must be submitted to Freedoms Foundation, Valley Forge, Pennsylvania, 19481, no later than 1

November 1970. Entries should include the following information (typed); Name, Rank or Rate, serial number, branch (Coast Guard *Reserve*), complete unit address, and home address.

Last year, three members of the Coast Guard Reserve won \$100 each. This year, let's do even better.

## Coast Guard History Corner

Black Tom, Port Chicago and Texas City—Names which brought shudders to the Coast Guard's Port Security forces during the last 53 years. They were among the fortunately few serious incidents which have marred the Port Security program.

The Coast Guard was responsible for this vital service during the First World War, and the Captain of the Port Offices established at that time were continued into the peace-time period between the Wars. It was around this already established framework that the World War II Port Security program was started.

In 1939 President Roosevelt declared a State of Emergency, calling for greatly increased control of vessel loading and movement activities in ports of the United States. A conference was held between the Coast Guard and the other primary agencies interested in the safe movement of explosives and other war materials to help standardize policies and eliminate costly and dangerous conflicts between different agencies. In October of 1940 the "Dangerous Cargo Act" and the "Anchorage Act" were passed. These two Acts provided the COTPs with "teeth" for enforcement of their ever growing responsibilities. In November of 1940, COTPs were designated for 29 key ports. Identification of longshoremen and other waterfront workers had begun in New York in mid-1940 and soon was extended to other ports. Under this identification system, personnel were categorized according to their need to be in the harbor areas and could be controlled accordingly.

The sudden onset of World War II caused the requirements for port security to magnify at undreamed of pace. The passage of the Coast Guard Auxiliary and Reserve Act gave the extra manpower the port security program needed.

The Act established a non-military Auxiliary and a military Reserve which

included both the Regular Reserves, and the Temporary Reserves who served on a voluntary basis. These "TRs" were civilians who assumed military authority while in uniform.

One of the biggest problems facing the Coast Guard Port Security Forces was the fact that many port facilities were not "thinking" port security. Lumber yards, shipyards, refineries, and utility installations all had to be made aware of the danger of an inadequate security program. During the course of the war, some of the fires and accidents occurring in ports may have been the result of sabotage. However, just as in peace time, most of the incidents were the result of carelessness. A careless spark, a broken safety device, or an inattentive watchman was often all that was needed for a conflagration to begin.

An early effort at "education" was conducted by a COTP at a Pacific Coast port. He would go around planting signs reading "Mr. Watchman, I was here. Where are you?". He once placed a package out in the open clearly labeled "dynamite" and then returned some days later and "pointed it out" by firing at it with his pistol. The desired effect was made! And so it went in the early stages of the war: the public and industry had to be made aware of the dangers which existed in ports operating in a wartime environment; constant vigil had to be maintained by the Port Security forces of the Coast Guard; and when dangerous incidents occurred, the Port Security force had to be able to respond to control or help control the situation, and attempt to limit the damage and danger to the port.

This article will be continued. We have seen the evolution of the Port Security program prior to and in early stages of World War II. In the next section, we shall relate some of the more significant situations which faced the World War II Port Security forces.

### COAST GUARD HISTORY QUESTIONS

1. The severe hurricane of September 1944 caused the loss of which of the following Coast Guard cutters: a. CGC BEDLOE b. CGC JACKSON c. VINEYARD LIGHTSHIP.
2. The enlisted rating MST stands for: a. Merchant Seaman Trainee b. Marine Science Technician c. Military Service Technician
3. Explain "If to starboard red appears, then's your duty to keep clear; but red to red or green to green, the watch is well and all's serene."

Answers on page 4.



## A PETTY OFFICER'S GUIDE

Within the framework of the Coast Guard Reserve, there are many levels of responsibility. Perhaps the most important of these is the Petty Officer Corps. Petty Officers are the "Technicians" of our organization. Each of our Petty Officers is appointed from a group of highly trained individuals who have successfully completed a required correspondence course or a basic technical school, completed certain practical factors, and successfully passed a service-wide examination for their particular rating.

Aside from a rating badge, a different type of uniform for Chiefs, and increased pay, of course, many Petty Officers forget one of the most important things they receive—their Petty Officer Appointment Certificate. To perhaps too many Petty Officers, this is merely another piece of paper. The Office of Reserve would like to bring to the attention of our Petty Officers the important phrasing of that certificate.

"... that reposing *special trust and confidence* in the *fidelity and abilities* of ..." Each Petty Officer has earned the trust of his superiors. Through this trust, it must be assumed that when given any assignment, he will carry it out to the best of his ability; and his ability has already been demonstrated in his qualification for appointment. A Petty Officer's fidelity should never need to be questioned. He has a solemn obligation to both the Coast Guard in general, the personnel of his unit including those senior and junior to him, and lastly to himself.

"... *carefully and diligently* discharge his duties ... by doing and performing *all manner of things* thereunto pertaining." A Petty Officer must carry out all of his assigned duties with the forthrightness which only pride can engender. Whether he, or she, is a Third Class Yeoman preparing the seemingly endless array of paperwork, or a Chief Petty Officer instructing personnel in the most intricate of skills; the Petty Officer must go out of his way to insure to his personal satisfaction that his job is being done correctly, and in the most efficient manner.

"... charge and require to all personnel of lesser grade to render obedience to appropriate orders." It is through the leadership of the Petty Officers that the Coast Guard Reserve is able to carry out its routine activities. Granting the fact that our officers are vital to the overall conduct of the Reserve program, it is the

Petty Officers who supervise the minute details of all activities. It is only through their technical knowledge of their various skills that Petty Officers are able to carefully display their leadership. The Petty Officer must command the respect of his subordinates—it is the Petty Officers who should always set the example of smartness of uniform, military bearing, skill, and respectability.

"... observe and follow orders and directions ... given ... by superiors" In order for a Petty Officer to display the ideal qualities of leadership, he must also be a follower. Everyone in the Reserve program has a "superior," and may from time to time be required to carry out unpleasant or undesirable tasks.

The Coast Guard Reserve Petty Officer cannot be a "fair weather" Petty Officer. Everyone can perform well under ideal conditions. It is when the workload mounts and the time requirements increase, and conditions become difficult that the previous experience and training of the Petty Officer is called upon, by his superiors, and expected to be forthcoming by his subordinates.

Read your Petty Officer Appointment Certificate. It is the Coast Guard Reserve's expression of faith in *you* and a clear statement of what is required of you.

## Tax Warning!

Many Reservists are going to be in for a shock next April 15th. What appears to be a windfall now is going to be an ill wind then.

Prior to 1 January 1970, Federal income taxes were withheld from earnings of more than \$17.00 a month. Now, a minimum monthly pay of \$92.00—if no exemptions have been claimed, PLUS \$54.20 additional for each exemption, must be earned before taxes are withheld.

The net result is that when W-2's are distributed, many Reservists will realize that hundreds of dollars have been received, but insufficient taxes have been withheld. Reserve earnings, when added to civilian income will show a poor balance of payments relationship with the Federal Government.

All Reservists are reminded to check their tax position. If upon adding your projected incomes, withholdings and taxes, you find yourself on the wrong end of the situation, contact your Personnel Officer to have your withholding increased.

## "Fire" from page 1

at the scene, noted in his Operational Evaluation Report on the performance of the Reserve 31' PSB that although the Reserve 31 footer was slower in getting to the fire than the other Coast Guard boats, it was much quicker in putting water on the fire once it arrived. The PSB was also used for a while as a communication center for the on-scene-commander at the fire. COTP, New Orleans was quite impressed by the boat's fire fighting capability and is seriously considering the feasibility of installing similar fire fighting systems and equipment on his boats.

As for the four Reservists involved in helping bring the fire under control, they were indistinguishable from all the other tired and soiled Coast Guardsmen who finally extinguished the fire at 2200. Reservists and Regulars alike, they all did their jobs well and returned to COTP, New Orleans, leaving behind only a fire reflash watch to oversee an industrial plant crippled by a major port fire.

## Answers to Coast Guard History Questions

1—all 2—b 3. In a crossing situation, the vessel to starboard has the right of way and the other vessel must "give way"; "red to red and green to green" implies a meeting situation where crossing will not occur.

### The Coast Guard RESERVIST

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Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.